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/Handicapped Joint Committee

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RECOMMENDATIONS RELATING TO THE GOVERNMENT OF ALBERTA'S TRANSPORTATION POLICY

Submitted by:

Alberta Committee of Action
Groups for the Disabled
#4, 10015 - 82 Avenue
Edmonton, Alberta

September, 1974

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Albertans consider access to public transportation to be a right and, consequently, they do not give it much thought unless they are deprived of it for one reason or another. Transit strikes such as the one in Edmonton last winter cause great difficulty for many citizens and clearly illustrate the hardships people face when their mobility is greatly reduced by either the withdrawal of public transportation services or the refusal or inability of these public transportation services to carry them. However, even though this strike in the middle of winter caused inconvenience and expense to many Edmontonians, it was only a temporary withdrawal of transportation services and most people had the option of driving their own cars, travelling by taxi or catching a ride with someone else. Consequently, this situation cannot be considered analogous to the barriers society has set up through thoughtlessness and indifference which many physically handicapped and elderly citizens cannot overcome. These barriers are permanent and unyielding and the options available to the physically handicapped are much more limited than those which were available to other people during the Edmonton Transit strike.

The car could be a solution to the transportation problems of some handicapped persons, however, many handicapped people who are physically able to drive a car cannot afford to purchase an automobile. Even if they could afford to purchase one, many others could not overcome transportation barriers by this means because their disability prevents them from driving.

Taxis are another alternative means of transportation available to the handicapped and elderly who cannot use public transit. However, there are many disadvantages to using taxis, not the least of which is the expense involved. If a handicapped person is in a wheelchair and cannot transfer himself into a taxi, many taxi drivers will refuse to take him. Sometimes, even if a person can transfer himself, a driver will still refuse the trip because he dislikes having to load the wheelchair into the trunk of the taxi. Most people confined to wheelchairs have either personally encountered or know of instances involving others in which taxi drivers have driven away when they found out that the person requiring a taxi was in a wheelchair or have bitterly complained while loading the person and his wheelchair. This is a fairly common occurrence. To avoid this situation some people confined to wheelchairs tell the taxi company when they phone for a taxi that they are in a wheelchair and, consequently, sometimes have to wait longer for a taxi but they are at least assured that when one comes the driver will not be hostile.

The expense of travelling by taxi varies according to the length of the trip but, as everyone knows, it can get very expensive if this mode of transportation is used on a regular basis. However, for many handicapped persons taxis are the only available transportation. Generally the least expensive transportation available to a person confined to a wheelchair who does not drive a car is by regular taxi because there is no minimum charge other than the standard metre rate. Yet this means is so expensive that few people can afford to work and

support both themselves and their transportation to and from work. An example which amply illustrates this point is a young woman known to the Chairman of this Committee who earns $20.00 a day working and spends $12.00 of this amount to get to and from work each day. Thus, she spends 60% of her income on transportation. This person could obviously not afford to work if it were not for the fact that she lives with her parents free of charge.

In Edmonton people confined to a wheelchair who cannot travel by regular taxi have three remaining options. These are Yellow Cab's wheelchair van, Diamond Cab's wheelchair vans and Handi Limousine's vans. Yellow Cab charges a flat rate of $8.00 an hour per trip regardless of the distance travelled. Thus, if a person travels two blocks it costs that individual $8.00 and if a person is in the van one hour and five minutes it costs him $16.00. Yellow Cab requests that a person requring the wheelchair van phone ahead to give them at least two hours notice. More notice is preferred if a person wants to book the van for a specific time. Diamond Cab's rates are lower in that the minimum charge is $4.00. Most trips average $5.00 - $6.00. However, Diamond recommends that a person phone one day in advance if they wish to be picked up at a specific time. A new wheelchair van service called Handi Limousine is currently attempting to establish itself in Edmonton. Handi Limousine's rates are $3.00 return. They recommend that people phone two days ahead to book a van. However, Handi Limousine's continued existence is uncertain as it

now is operating on voluntary contributions and future funding has not as yet been obtained.

The transportation situation in Calgary is better than that in Edmonton as the Handi-Buses Association, a non-profit organization, is providing a transit service to handicapped adults at 50¢ a trip. However, Handi-Buses operations are financed by a combination of private donations and a city grant on a yearly basis. Thus, despite their sincere efforts, they are not able to provide adequate service to the handicapped and elderly of Calgary because they do not have enough vans and do not have funds to purchase new vans. Consequently, Handi-Buses cannot meet the demand. As a result of this situation, Handi-Buses has had to set priorities. The three highest priority trips are for employment, education and medical purposes in that order. It is also necessary to book two, three or more days ahead; then there is no guarantee the van will be there on time. The only other available transportation for those handicapped Calgarians who do not drive are regular taxis as there is no taxi company with wheelchair vans in Calgary.

Two smaller Alberta centres which have reacted in different ways to the transportation problems of the handicapped are Medicine Hat and Lethbridge. The city of Medicine Hat recently established a transit service for the handicapped. This action followed eight years of lobbying for equal access to transportation by the handicapped. Medicine Hat now has one wheelchair van providing transportation for the handicapped at 25¢ a trip. However, service is limited to certain hours of the day and,

since there is only one van available, people must book at least one day in advance in order to ensure a ride. In contrast there is no transportation service in Lethbridge which the handicapped and elderly with limited mobility can easily utilize. Many taxi drivers in Lethbridge refuse to transport people confined to wheelchairs. There are no private or public wheelchair van services in that city and, consequently, handicapped persons who cannot transfer themselves into an automobile have no choice but to travel by ambulance. Travelling by ambulance is extremely expensive. One instance known to a member of this Committee involves a resident of the Lethbridge Auxiliary Hospital who had an appointment with her eye doctor. This trip cost her $30.00. At the rate of $30.00 per trip few people can afford to go anywhere.

Transportation is the key to effective integration of the handicapped into society. If time and effort and money are spent on medical and vocational rehabilitation and on measures to make public buildings accessible, and society still continues to deny the handicapped the right of equal access to inexpensive public transportation and therefore condemns these people to confinement in their residences; then, in a tragic sense, the rehabilitation process is a waste and a cruel joke has been played on the handicapped person involved. If a handicapped or elderly person confined to a wheelchair or with limited mobility cannot go out into his community due to transportation barriers, then he cannot live a normal life. He is prevented from going out to shop, seek and hold employment, attend recreational and cultural functions, visit friends, etc. In short, he is unable to do those things which most people consider part of a normal life.

As D'Arcy O'Connell of the Federal Transportation Development Agency pointed out during a recent visit to Edmonton: "One Canadian in seven now has difficulty using public transportation systems because of limited mobility. These can range from the person with a broken leg, to one in three elderly who is disabled and the six-percent of the population who have chronic disabilities," (Appendix A). These people are taxpayers and citizens like everyone else and, consequently, it is their right to have the same access to inexpensive public transportation enjoyed by citizens without limited mobility.

It appears that more and more in the last few years the right of equal access to public transportation services of the handicapped and elderly is being acknowledged and action is finally being taken by some government authorities in North America (Appendices B and F). Everyone recognizes that it would not be easy to remove transportation barriers from vehicles presently operating in public transit systems; but it is also recognized that all future public transportation facilities, especially rapid transit, must be made accessible to those whose limited mobility prevents them from using present public transit. The Bay Area Rapid Transit System (BART) which is completely accessible to the handicapped and elderly, including those confined to wheelchairs, and the Washington Metropolitan Area Transit System which will be totally accessible when it is completed, are two examples of new urban rapid transit systems which are or will be totally accessible to and usable by all persons regardless of physical limitations (Appendix C).

The Alberta Committee of Action Groups for the Disabled believes there is no need for the mistakes made in Toronto and Montreal to be repeated in Alberta cities. Both of these cities built rapid transit systems which were not accessible to the handicapped and, consequently, they now find that the cost of installing elevators to make these systems accessible is extremely high. If accessibility is built into a rapid transit system from the beginning, then the cost is minimal. The cost of building the BART system in San Francisco accessible was less than 1% of the total cost of the system. It should be noted that when people discuss the cost of providing accessible public transit they generally overlook the high cost in both human and monetary terms of failing to provide this service to a significant segment of the population. The large sums of money now spent by voluntary agencies, handicapped individuals and government departments and agencies such as the Workers' Compensation Board, the Department of Health and Social Development, and the Department of Advanced Education for transport to and from medical appointments, physiotherapy, vocational training courses and certain recreational activities would be saved if cheap convenient public transit were available. Also, those handicapped persons receiving social assistance who cannot now afford to work because of high transportation costs would be able to search for and find suitable employment and, consequently, would no longer require social assistance. Finally, one cannot put a monetary value on the

social and psychological benefits which would result for numerous handicapped and elderly persons if accessible inexpensive public transit were available, but these benefits are nevertheless extremely important.

Members of the Alberta Committee were pleased by the announcement of Mr. Copithorne that the Government of Alberta has decided to commit vast sums of money to the cities in order to ensure that adequate transportation services are provided in urban centres for all Albertans (Appendix D). Our belief that the Government of Alberta does not intend to allow the transportation problems faced by the handicapped and elderly to again be overlooked was strengthened by the following reference to the handicapped and elderly in Mr. Copithorne's announcement of government transportation policy:

> We hope the cities, under this transportation policy, will provide methods for the movement of senior citizens and the infirm. The cities will be encouraged to develop methods to help overcome the problems faced by our handicapped and senior citizens in moving about their communities. Assistance to handicapped and senior citizens has been a high priority, Mr. Speaker, of this government since assuming office.

However, the past actions or perhaps it would be more appropriate to say inertia, of most Alberta cities makes us very doubtful that encouragement alone will be sufficient to cause these cities to take action to provide adequate inexpensive public transportation to handicapped and elderly citizens. Despite representations to Edmonton city council by the handicapped beginning in 1971 concerning access to rapid transit and the provision of a transit system for the handicapped, and continuing

until July of this year when the frustration of handicapped Edmontonians resulted in picketing of City Hall; City Council has to date made no concrete commitments to either providing accessible rapid transit or providing accessible public transit to handicapped and elderly Edmontonians (Appendix E). The record of the city of Calgary in this regard is somewhat better than that of Edmonton but the transportation problem is far from being solved in that city. Calgary has responded to requests for a public transit system for the handicapped and elderly by providing partial funding to the Handi-Buses Association. The Handi-Buses Association is short of funds and, consequently, unable to meet the demand for transit from elderly and handicapped Calgarians. Therefore, although the Handi-Buses Association does the best it can considering its inadequate and temporary funding; its inception has alleviated but has not solved the transportation problem in Calgary. Lethbridge is another centre which has refused to act although city officials have received requests that the city establish a public transportation service for the handicapped and elderly. The only Alberta centre which has acknowledged that it is a city's responsibility to provide public transit at equal rates for all citizens, including the handicapped and elderly who cannot utilize the regular transit system, is Medicine Hat.

Alberta Committee members throughout the province are convinced that Alberta's cities, with the one noted exception, will not act to provide public transportation services for the handicapped

and elderly as well as the rest of the population, and will not guarantee that future rapid transit will be accessible unless the Government of Alberta requires that they take such steps. Therefore, the handicapped members of the M.L.A./Handicapped Joint Committee recommend that the Government of Alberta:

(1) TIE TRANSPORTATION GRANTS FOR RAPID TRANSIT TO THE OVERALL POTENTIAL POPULATION USE OF THE SYSTEM BY WITHHOLDING ONE SEVENTH OF THE TOTAL RAPID TRANSIT GRANTS UNTIL SUCH TIME AS EDMONTON AND CALGARY GUARANTEE THAT THEIR RAPID TRANSIT STATIONS AND TRAINS WILL BE TOTALLY ACCESSIBLE TO AND USABLE BY THE HANDICAPPED AND ELDERLY, INCLUDING THOSE CONFINED TO WHEELCHAIRS.

With this measure, the Government of Alberta would be affirming its belief that the one seventh of the population of Alberta whose mobility is limited have the same right to access to rapid transit as the rest of the population, and would be clearly indicating that provincial transportation grants are designed to meet the needs of <u>all</u> Albertans and not just the physically agile.

Rapid transit is still a few years in the future and, as was clearly outlined in the first part of this presentation, the handicapped and elderly have serious transportation problems now. The removal of transportation barriers to the handicapped is long overdue. For change to come about it is necessary that the cities of Alberta not only accept the principle that all citizens including the handicapped and elderly with limited mobility have a right to access to public transportation but also accept the

responsibility of providing that transportation.* Consequently, we urge that the Government of Alberta express its support of our belief that if the deficits of the public transit systems of Alberta's cities are to be subsidized by the taxpayers of Alberta and of the city involved, then those public transit systems should provide service to the handicapped and elderly as well as other citizens. In addition, smaller centres which receive grants should accept responsibility to initiate a transit service for those with limited mobility.

(2) TIE TRANSPORTATION GRANTS TO THE OVERALL POTENTIAL POPULATION USE OF THE TRANSPORTATION SYSTEM BY WITHHOLDING ONE SEVENTH OF THE GRANT UNTIL THE MUNICIPALITY INVOLVED INITIATES ACTION TO ESTABLISH AND MAINTAIN A TRANSIT SERVICE FOR THE HANDICAPPED AND ELDERLY, INCLUDING THOSE CONFINED TO WHEELCHAIRS.

In our opinion the adoption by the Government of Alberta of the two recommendations contained in this presentation would go a long ways towards ensuring that the transportation barriers faced by many handicapped and elderly Albertans will finally be eliminated.

---

*This does not necessarily mean remodelling of all public transit buses now operating in Alberta. However, future transit buses used in Alberta could be accessible to the handicapped for such buses have been developed (Appendix F). A public transit service for the handicapped and elderly utilizing vans could be established immediately by transit authorities in each city.

Transit change urged to aid disadvantaged

By BOB HARVEY
Of The Journal

Edmonton and other Canadian cities are obstacle courses for the disabled and elderly, says a federal transportation expert.

"We have to re-design transportation systems to give such people access to work and recreation," said D'Arcy O'Connell, manager of programs for the disadvantaged, an office within the Transportation Development Agency in Montreal.

An accessible transportation system is a right, said Mr. O'Connell, who is himself confined to a wheelchair.

One Canadian in seven now has difficulty using public transportation systems because of limited mobility. These can range from the person with a broken leg, to the one in three elderly who is disabled and the six-percent of the population who have chronic disabilities, said Mr. O'Connell.

There is no necessity for these people to be shut off from transportation, he said. Equipment and funds exist to make transportation systems accessible to all, he added.

Mr. O'Connell said Edmonton should design its proposed rapid transit system so that it's accessible to the handicapped. He was in Edmonton Wednesday to meet with city planners, handicapped groups and United Way officials who have been involved in a study of transportation for the handicapped.

Such accessibility costs relatively little if it's built in from the beginning. It also at least partially pays for itself by saving the public money it spends on welfare costs for those who can't now work because they can't get around, said Mr. O'Connell.

He said other public money is being spent by the Workers' Compensation Board to get people to and from treatment clinics, by welfare departments who pay for cabs for the handicapped, and in grants to organizations that run buses specially for the handicapped.

Many wheelchair patients won't use the transportation systems regularly, said Mr. O'Connell.

But he said you can't calculate the cost of the 15-year-old who loses touch with his friends after being injured and confined to a wheelchair, and thus excluded from going anywhere with his friends.

Mr. O'Connell said one reason public agencies haven't been forced to make their systems accessible to all is because handicapped groups have in the past been "so fragmented and at cross-purposes."

He would like to see transportation authorities like the Edmonton Transit System take responsibility for all transportation within their urban areas. He said there exist in all cities a number of organizations which run similar services with no co-operation between them.

An Edmonton example he quoted is the Edmonton Handi-Bus Association and the Winnifred Stewart School, both of which operate fleets of buses and often pick up passengers who live next door to each other.

Transportation authorities have the expertise and the budgets to co-ordinate all transportation, offer a better service and pay drivers better than private organizations, he said.

No transportation systems will ever be as flexible as the private car, but they cost society less in the long run than automobiles, he said. Equipment is being developed that will encourage people to abandon their cars. These include dial-a-buses with such features as individually heated seats.

The dial-a-bus systems already operating have developed a sense of community between people who see each other every day on the small buses, said Mr. O'Connell.

He said people are becoming more socially aware and giving recognition to many problems that were never perceived before.

"We're moving out of the 19th Century philosophy where dollars and costs were considered most important, and instead are starting to consider social benefits as more important," he said.

APPENDIX B

Statutes of American
States and the
United States Federal
Government Relating to Transportation

Maryland Legislative Act S. B. #404

This Act contains provisions stating that publicly funded buildings and facilities must comply with the American National Standards Institute Standards for Making Buildings and Facilities Accessible to, and Usable by, the Physically Handicapped (ANSI Standards). The act also applies to publicly funded - publicly used transportation accomrodations which are engaged in mass transportation.

California Assembly Bill 7 Chapter 261

The basic provision of this law is as follows:

> It is the purpose of this chapter to insure that buildings and facilities, constructed in the state by use of state, county or municipal funds, or funds of any political subdivision of the state, adhere to the American Standards Association Specifications A 117, 1-1961 for making buildings and facilities accessible to, and usable by, the physically handicapped.

Under this law the BART System was required to build accessible facilities.

Federal Laws

The Urban Mass Transportation Act

This act states in Section 16:

> It is hereby declared to be national policy that elderly and handicapped persons have the same right as other persons to utilize mass transportation facilities and services; that special efforts shall be made in the planning and design of mass transportation facilities so that the availability to elderly and handicapped persons of mass transportation which they can effectively utilize will be assured.

This law has some teeth in it for all grants allocated under this Act must contain provisions for implementing this policy.

The Federal Aid Highway Act of 1973

Section 165 of this Act states that mass transportation facilities funded by the Federal Aid Highway Act shall be planned and designed so that the facilities and services can effectively be utilized by the elderly and the handicapped.

Architectural Barrier Act of 1968
P.L. 90 - 480

This Act is designed to ensure that buildings and facilities financed with Federal funds are so designed and constructed or altered as to be accessible to the physically handicapped.

P.L. 91-206

This Act amends the Architectural Barriers Act of 1968 by adding a section stating that the Washington Metropolitan Area Transit System must be accessible to the handicapped.

The Rehabilitation Act of 1973, P.L. 93-112

This act establishes a compliance board whose functions are:

(1) to insure compliance with the standards prescribed by the General Services Administration, the Department of Defence, and the Department of Housing and Urban Development, pursuant to the Architecture Barriers Act of 1968 (Public Law 90-480); and

(2) to investigate and examine alternative approaches to the architectural, transportation and attitudinal barriers confronting handicapped individuals, particularly with respect to the buildings and monuments, parks and parklands, public transportation (including air, water, and surface transportation whether interstate, foreign, intrastate or local) and residential and institutional housing.

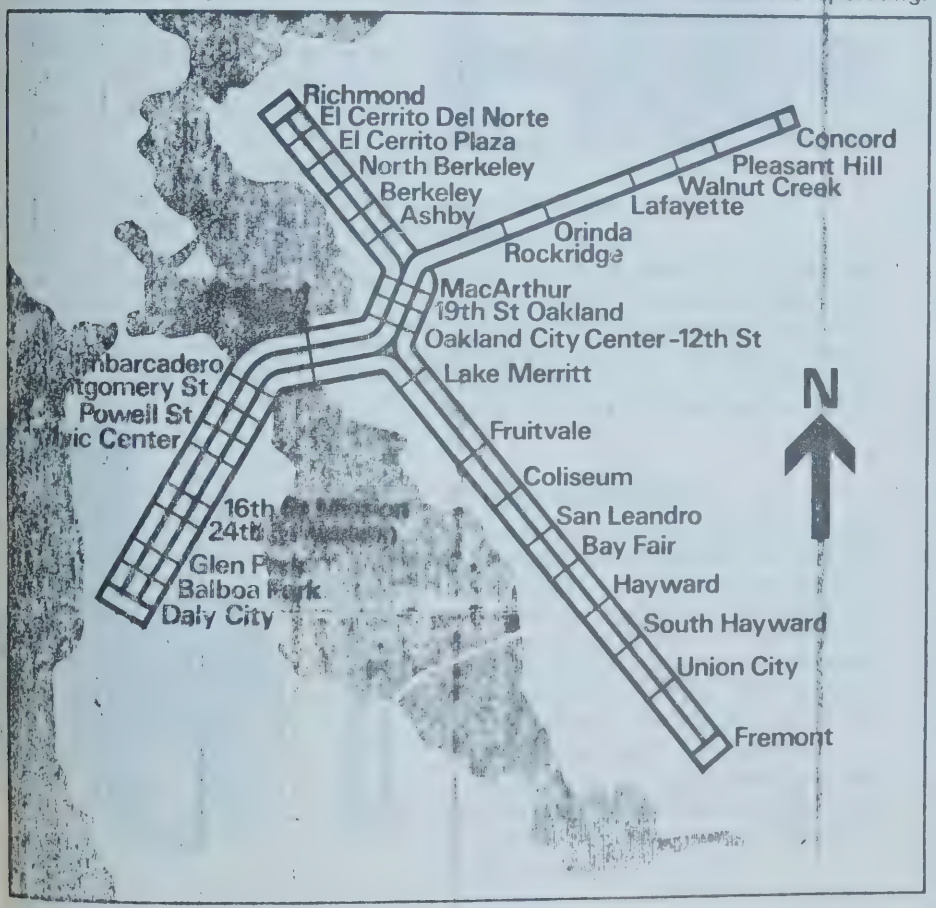
This baord will consist of department heads and/or persons designated by department heads of the Departments of Health, Education and Welfare, Labour, Interior, Transportation, Housing and Urban Development, General Services Administration, United States Postal Service, and Veterans' Administration.

BART GUIDE

800 Madison St., Oakland, Calif. 94607 Telephone: 415-465-4100

Where do you want to go?

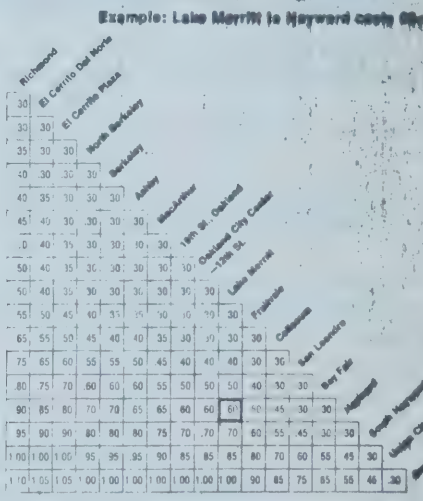
The Route Map below, on trains and in stations shows which train will take you where, and when you will have to transfer when all BART routes are operating.



When can you catch a train?

Initially, BART will be open from 6 a.m. until 8 p.m., Monday through Friday. Between these hours, trains run every 10 minutes.

How much does it cost?



Special Fares

Available for senior citizens 65 and over and children 12 and under. Special red tickets must be purchased at local banks; not available at BART stations. Cost $2.50, good for $10 worth of rides.

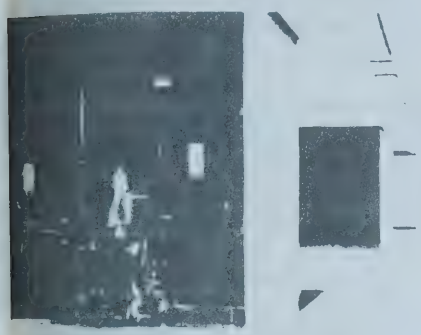
Phone Information Center

Call the toll-free number in your area for help with questions about BART and its facilities for the handicapped.

Fremont & Union City 793-B-A-R-T
Hayward & San Leandro . . 783-B-A-R-T
Oakland-Berkeley 465-B-A-R-T
Richmond & El Cerrito . . . 236-B-A-R-T
San Francisco-Daly City . . 788-B-A-R-T
Walnut Creek-Pleasant Hill & Concord 933-B-A-R-T

Entering the station

All stations have stairs, high speed escalators for general public use and special elevators designed to serve the handicapped. To use the elevator, contact the station agent on the white telephone at the elevator entrance. Exit elevator on the concourse level.



Buying a ticket

ickets may be bought in advance at ocal banks in $10 and $20 amounts, or t stations in any amount from 30¢ to 20.

t a station, simply deposit the desired mount in this machine and push the Issue New Ticket" button. An old cket with remaining value can also be ombined with cash for a new ticket orth the total amount.

hange machines for $1 bills and sil- er only are located nearby.

o get to trains

sert your ticket in the entrance fare achine and keep it when it returns m the top slot. Ask the station agent pen the special access gate, then e the elevator to the platform.

e entrance machine also accepts ins for a minimum 30¢ ticket.

How to get on the right train

Several stations have two platforms, one for each direction. The station agent will direct you to the right elevator for your destination.

On the platform, electric signs begin flashing a train's final destination (Richmond or Fremont) 1 minute before it arrives. Check any Route Map for stops in between.

Boarding platforms and train interiors present no obstacles to wheelchair movement.

How to know when to get off

Wall maps on board the trains show the order of stations along each route. The train attendant will announce each stop on the train's public address system. You can also ask him questions on an intercom located at the ends of each car.

At your destination

Phone the station agent for an elevator to the concourse level, then insert your same ticket in an **exit** fare machine. It will either (a) open the barrier and return your ticket to use next time if there is fare left over, or (b) open the barrier and keep the ticket if the fare is exactly right. Then exit the station using the special access gate and elevator.

If you need to pay additional fare, the exit equipment will return your ticket and flash a sign saying "Underpaid." Go to "Addfare" machine.

"Addfare"

"Addfare" is a convenience to increase the value of your ticket if it's not enough for the ride you've just taken. A machine is located a few steps away from the exit gates. Just insert your ticket, and when Addfare shows how much more money is needed, deposit that amount and take your ticket back. It will now operate the exit equipment.

Parking

Free automobile parking will be provided at all outdoor stations, and at the North Berkeley and Ashby subways. Parking at the Lake Merritt subway station costs 25¢ per day. Other subway stations do not have parking. A limited number of spaces, located near elevator entrances, are reserved for the handicapped.

Station passenger aids

Each station offers the following aids to help make your BART ride safe and enjoyable:

1. Elevators from the street to all station levels.
2. Special access gates, restroom facilities and low-level and variable-volume telephones.
3. Large wall maps, next to ticket machines, showing Bay Area points of interest, BART routes and streets around each station.
4. Station Agent.

Station Agent

Contacted on the white courtesy telephones at elevator entrances and throughout each station, or in person, in his enclosed booth on the station concourse level. See the agent regarding ticket problems, elevator use, emergencies, lost or found items and access to restrooms. Restrooms normally are kept locked for your protection.

While using BART...

We ask you to observe the following rules to insure the comfort of all passengers: Once inside the station fare gates or on trains, please do not smoke, drink beverages, play radios or tape recorders, or bring pets except in appropriate carrying cases.

Round trip rides

You can take rides for up to 3 hours on BART for 60¢, regardless of the distance you travel. But you must begin and end your trip at the same station.

BART System Will Serve All Of The Handicapped

Facilities for the handicapped within the Bay Area Rapid Transit system will surpass those of any other mass transportation system in the world, providing for 100 per cent ridership within its service area.

Since its inception, BART has worked with American Standard Specifications to assure BART's use by the handicapped. Now, under provisions contained in Assembly Bill 7, which calls for all public structures to be accessible to every handicapped level, the District is spending an additional $10 million for the installation of elevators in all of its regional stations.

Elevators will move the non-ambulatory or semi-ambulatory person vertically from street to train platform. Traveling at an extremely slow speed, the elevators are custom-designed for each type of station. All elevators will be equipped with a telephone for calling the station agent, and will have controls within easy reach of a wheelchair occupant.

ANTI-SLIP MATERIALS

Toilet facilities also have been designed for use by the handicapped. Door widths are wide enough for persons in wheelchairs to pass through, and rest rooms will have one stall that can accommodate a wheelchair occupant. All BART restrooms will be locked for security reasons and controlled by the station agent.

Stairs at stations will have handrails on both sides that will extend 18 inches beyond the top and bottom steps. Anti-slip materials will be on all treads. Flights of stairs will either be short or have a resting platform between flights.

SPECIAL PARKING

Special parking facilities will be provided for the handicapped, with wider-than-usual stalls located close to the station and to the elevators reserved for the handicapped.

Ramps will be provided in and near stations, and have been designed not to exceed an 8.33 per cent slope.

Escalators have been provided for every rise over 12 feet to accommodate vertical movement for those physically handicapped, but not confined to wheelchairs.

The BART car was also designed with handicapped persons in mind. A wheelchair occupant can easily ride over the gap between the train platform and the car floor, can easily pass through the car door, and move from one end of the car to the other. The wheelchair BART patron has a choice of 18 possible locations where he can sit without interfering with the movement of other passengers.

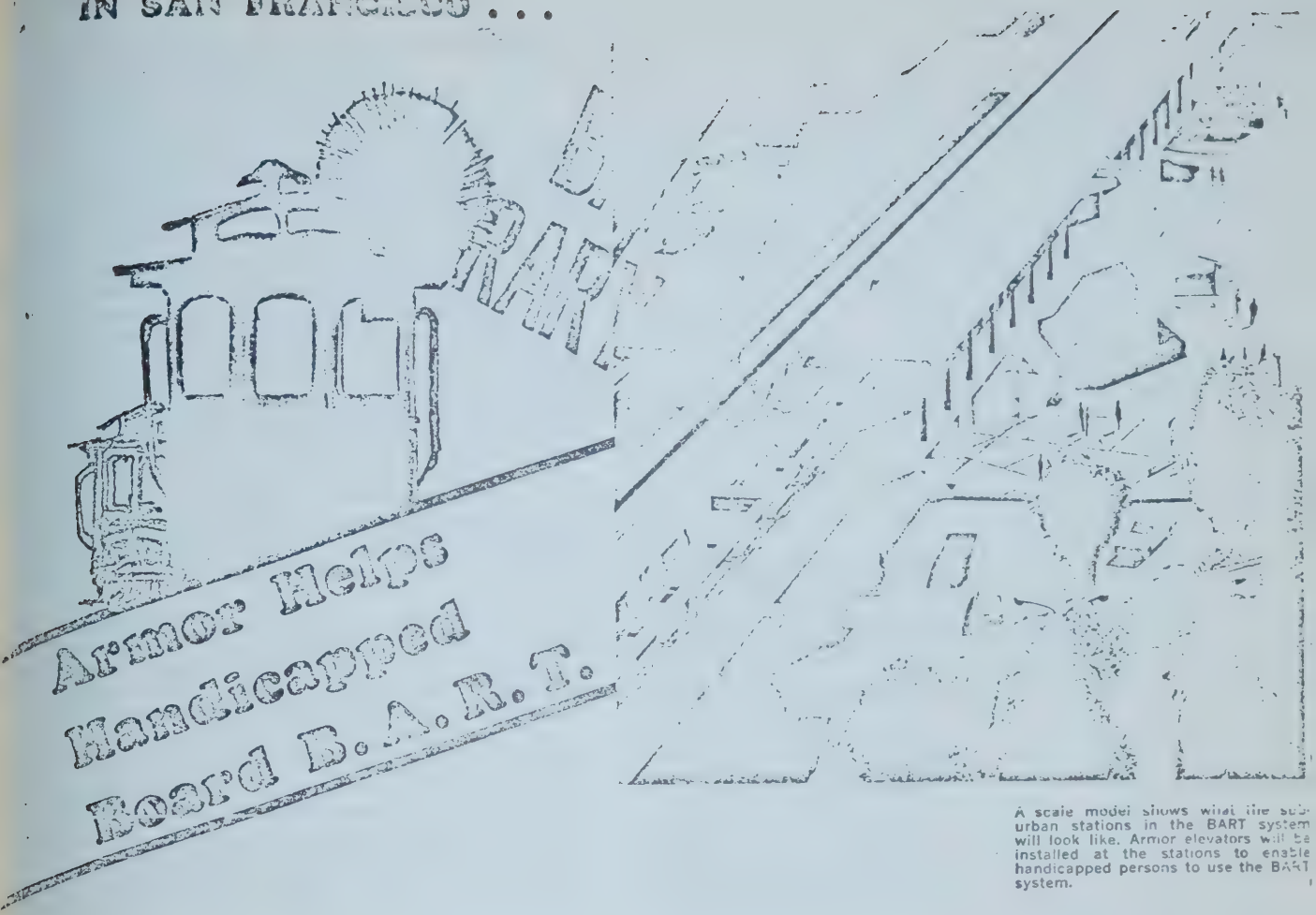
SPECIAL SERVICE GATES

A combination of loudspeaker directions and easily-read signs will aid the BART patron with impaired sight or hearing. Seeing-eye dogs will be permitted and, when necessary, the station attendant can assist the blind.

Other facilities for the handicapped include special service gates and fare collection machinery in stations, a communications system that includes closed-circuit television, special signing and the low placement of telephones and elevator buttons.

IN SAN FRANCISCO . . .

Armor Helps Handicapped Board B. A. R. T.



A scale model shows what the suburban stations in the BART system will look like. Armor elevators will be installed at the stations to enable handicapped persons to use the BART system.

A person confined to a wheelchair normally faces a major problem if he wants to use a rapid transit system in a large metropolitan area.

How does such as person board a subway in New York, or the elevated rapid transit system in Chicago? For that matter, does such a handicapped person even reach the area where the train will stop?

Questions such as these were asked when what is believed to be the finest and most sophisticated new rapid transit system in the U. S. was being planned.

A. O. Smith is helping supply the answers.

Armor Elevator Company, Inc., a subsidiary of A. O. Smith, is building some 50 elevators for the San Francisco Bay Area Rapid Transit System, known as BART. When the installation of the Armor elevators is complete, BART will become the first system of its kind to be 100% useable by handicapped persons.

Escalators will carry the majority of BART users to the station platforms for incoming trains.

However, the elevators being installed by Armor will allow those passengers in wheelchairs to also reach the BART cars. Cab sizes of the elevators vary from 5' by 5'3" to 6' by 7', providing enough room for wheelchairs to be turned around in the cabs.

The hydraulic elevators are being manufactured at Armor's Los Angeles, Cal., plant and will be installed by the San Francisco branch. They will have two and three stops, a capacity of 2,000 to 2,500 pounds and a speed of 50 feet per minute.

Armor personnel designed the elevators to meet the particular needs of the BART system. The doors of the elevators will operate much like those in many modern supermarkets. The controls will be under floor mats and will open automatically as a person approaches the elevator door. To insure the safety of elevator passengers, the elevators will be monitored on closed circuit television, and will be controlled by station agents. Armor is manufacturing the console units which will be installed at each monitoring station.

John A. Volpe, U. S. Secretary of Transportation, has praised BART as "the finest transit system the U. S. has ever seen." Officials say the BART train will provide commuters with the fastest, most comfortable ride in the country. The trains will travel at speeds of up to 80 miles per hour, and will average 45 to 50 miles per hour, including station stops.

The typical BART car is a 70 foot long vehicle, seating 72 passengers. Each car will have carpeted floors, wide aisles, recessed lighting, automatic air conditioning and large, tinted windows.

The timetable calls for the completion of the total BART system in late 1972. There will be 38 stations when the project is completed. These passenger stations have been individually designed to conform with the existing environment of each community, according to BART authorities.

More than a dozen Bay area architectural firms were involved in designing the passenger stations.

The parking lots at suburban stations are being designed to hold from 500 to 1,400 automobiles.

The rail complex will follow the region's natural transportation corridors along existing highway and railroad rights of way. In addition, there will be a three and one half mile twin-bore tunnel and a four mile underwater tube under San Francisco Bay.

The San Francisco Bay Area Rapid Transit district was created by the California State Legislature in 1957. The district was given responsibility to plan, finance, design, build and operate a rapid transit system for the Bay area. In 1962, voters in the San Francisco Bay area approved a $792 million bond issue to pay for the basic rail network. This amount was supplemented by $180 million in Bay Bridge tolls to pay for the Trans-Bay Tube which will operate between San Francisco and Oakland. This tube will be the longest underwater transit tube in the world and will allow an eight-minute connection between the downtown areas of the two cities.

Additional funds, to finance equipment development, capital construction and urban beautification throughout the system, were made available by federal agencies and the California legislature.

Glen Keesee is district manager of Armor's San Francisco office. Late in 1970, Armor acquired the San Francisco-based Golden Gate Elevator Company, Inc., of which Keesee had been president and chairman. Founded in 1963, Golden Gate had been the largest independent elevator firm in the Bay area.

In addition to the transit system project, the company has service contracts for some of San Francisco's most modern buildings, including the Crown Zellerbach, Central Towers, American Savings and Hearst buildings.

Golden Gate has installed elevators in the Fairmont Hotel, the McGraw Hill Building, the Airport Marina Hotel, several buildings at San Francisco State College and the Kaiser Hospital in Oakland.

a. At the Lake Merritt station, a shaft is being completed for the installation of one of Armor's elevators.

b. From station control rooms, such as the one at the Hayward station shown here, BART cars can be controlled electronically.

c. Armor elevators for handicapped people will soon be installed at the Hayward station here.

d. Armor elevators will be housed in structures such as this one being completed at the Lake Merritt station.

e. This is BART headquarters located at the Lake Merritt station.

f. BART cars, such as this one, will travel at an average speed of 50 miles per hour.

g. Pictured here is a close up of the elevator housing for Armor elevators at the Lake Merritt station.

Breaking down the barriers

Dear Darcy
Here's some info.
for your TV.

D. C. SUBWAY WILL BE ACCESSIBLE!

by Harry A. Schweikert, Jr.

It was one helluva fight, Ma, but we won! The subway system in the Nation's Capital will finally and totally be made accessible to the country's disabled.

In early 1965, PVA was barely settled in its new office in Washington, D.C., when it joined with other groups of the elderly and disabled in what was to become one good alley fight. There was a bill in Congress which would set up a regional subway system in the District of Columbia and its suburbs in Maryland and Virginia. The disabled wanted it accessible.

The then National Capital Transportation Agency (NCTA) said it was technologically infeasible and economically insane. In spite of opposing testimony, the bill was passed without any particular wording to specify that the system be made accessible.

But in its statement on the bill, the Senate stated: "The Committee directs the National Capital Transportation Agency to take whatever action may be needed with regard to the future planning and actual construction of the subway to make the system readily accessible to disabled, elderly, and other handicapped persons." That was in 1965.

Every trick

No Way. The people running the Washington Metropolitan Area Transit Authority (WMATA), which succeeded NCTA, would have none of it. Every conceivable trick was used to avoid such intrusion. Even Public Law 90-480, which ruled that all facilities financed in whole or part with Federal money would be accessible to the handicapped, was ignored (WMATA stands to get over a billion taxpayer dollars). They declared that the law did not apply to regional systems.

So we went back to Congress and got a new law. P.L. 91-205 specifically directed that the provisions of P.L. 90-480 applied to the regional subway system. Meanwhile, construction of the system was going all over Washington.

The first law passed in 1968 and the latter law in 1970. The moles continued, but no elevator shafts were being dug.

Law suit

More appearances before Congress committees and a raft of support continued from local newspapers. In 1972 a group of law students took up our cause and instituted a suit against WMATA in the names of the Washington Urban League, PVA, and Dick Heddinger, a representative of the local NPF Chapter.

However, the judge who headed the case refused to grant a temporary injunction against WMATA. He ruled that unless special money was supplied by Congress, the agency did not have to obey the law.

In early 1973, the law students appealed the judge's decision. In June the same judge issued a declaration judgement that WMATA must make the subway system totally accessible to the disabled whether they get any money or not.

Must report

He noted, in passing, that a bill presently in Congress would grant $65 million for that purpose, but declared that it was just the cream on WMATA's cake. Whether or not the bill passed, the Authority must report to the judge by October on its progress. Otherwise, the judge said, although he would not stop them from running the trains, he would certainly stop them from carrying any passengers.

It was one long, frustrating fight. There was considerable support along the years by many persons and groups. But PVA was the foremost group to keep the pressure on. Among individuals, Dick Heddinger of the National Capital Area Chapter NPF deserves tremendous credit for very actively bird-dogging all areas of interest. It took alot of time he otherwise could have spent with his lovely family.

Equal protection doctrine may apply to access

State Representative James Wahner of Milwaukee introduced a resolution in the Wisconsin Assembly asking Attorney General Robert Warren for his opinion on the constitutionality of not providing access to public buildings for persons with physical handicaps.

In his mid-June requests, Wahner, chairman of the Governor's Task Force on Problems of People with Physical Handicaps, said he believes that Wisconsin's citizens with physical disabilities are denied the right to "equal protection of the laws" guaranteed by the Fourteenth Amendment to the U.S. Constitution and the Wisconsin Constitution.

"It is my belief that people with handicaps are discriminated against and denied their rights under both the U.S. and Wisconsin Constitution when they have to face buildings with steps, narrow doorways, and numerous other insurmountable architectural barriers," Wahner said.

Seeks ruling

The resolution asks the Attorney General to rule on the constitutionality of the following questions:

Does the failure to make public buildings accessible deny citizens with disabilities their right to equal opportunity of employment?

Does the failure to allow access to the seats of government deny citizens with disabilities their right to petition the government for a redress of grievances?

Do barriers to buildings deprive citizens with disabilities of their right to travel and freedom of movement?

Wahner said his request was prompted by a recent Ohio decision in the case of Friedman vs. County of Cuyahoga. In that decision, Friedman, confined to a wheelchair, won a landmark lawsuit against the county. Friedman argued that he was denied the right to equal protection guaranteed by the Fourteenth Amendment and by the Ohio Constitution.

As a result of the decision, all existing county-owned buildings and others constructed in the future must have ramps and signaling devices for handicapped persons.

Civil rights appointee

Wheelchair user Fran Lowder, executive director of the Cerro Gordo County Easter Seal Society, was recently appointed a member of the Iowa Civil Rights Commission.

CITY TRANSPORTATION POLICY
ANNOUNCEMENT MADE BY CLARENCE COPITHORNE
MINISTER OF TRANSPORT
ON JUNE 3, 1974
IN THE LEGISLATIVE ASSEMBLY
OF ALBERTA

MINISTERIAL STATEMENT

Department of Transport

MR. COPITHORNE:

Mr. Speaker, I wish to describe our city transportation policy. This policy forms an important part of the Progressive Conservative government's commitment to the people of Alberta in an area of transportation and communication.

In Alberta, our two large urban areas are among the fastest growing in Canada. Their rapid growth has resulted in public awareness of transportation problems that are a part of large city life. This government is committed to providing a program tailored to the needs of our urban areas, not only Edmonton and Calgary, but the smaller urban centres as well.

Our commitment is for [$220,200,000] over the next six years. This money will be provided to substantially expand provincial government support of the city transportation systems. We want to ensure better, more convenient and improved transportation systems for the people living in Alberta cities. Mr. Speaker, $220,200,000 is a great deal of money. Let me describe the ways in which it will be spent.

The Alberta government supports a policy of orderly growth across the province. We will not encourage growth merely for the sake of growth. However, we recognize the vital role that responsive transportation services provide in our cities by allowing citizens to move, with a maximum of convenience, back and forth between residence and employment, and around the city.

There is one key word that describes this program, and that is "responsive". For us, responsive is a word that refers to meeting the right needs, and to meet those needs of our urban areas we will provide assistance in three areas: public transit systems, arterial road systems, and planning and research for both of these items.

First, we will provide support for public transit systems suited to those parts of our cities that are best served by public transit. We include here buses, rail systems, light rapid transit, dial-a-bus and so on. These systems must be developed with a view to future expansion and flexibility. An example of this kind of flexibility would be the extension of a transit system to a satellite town. Our commitment for public transit is $102,600,000 over six years.

Second, we are providing support for arterial road systems for the effective movement of goods and people. The economic life of our cities is dependent upon an ample network of roads to carry traffic rapidly into the core of our cities. For arterial roads and urban highways we will provide $18 million every year for six years. This totals $108 million, Mr. Speaker.

The third part of our program may be the least visible, but in many ways the most important. Studies and planning of major transportation problems in our urban areas will be undertaken. We are committing $9,600,000 over six years for planning. These funds are to be equally divided between research on highways and parkways, and research on rapid transit systems.

That is our three-part program. Over six years, we will spend $102,600,000 for public transit systems, $108 million for arterial roads, and $9,600,000 for research and development in both these areas. Thus our total commitment, Mr. Speaker, is $220,200,000.

Now I would like to describe our general philosophy in developing this urban transportation policy. Then I will outline each part of this program in a bit more detail.

Just as we are committed to the large sums of money I mentioned, we are also committed to developing our policy in a way that is responsive to the needs of Albertans - social, environmental and economic. Responsive public transportation requires fresh thinking, innovative planning and a rational evaluation of many different alternatives.

Important criteria in selecting any given facility for urban transportation are flexibility and extensibility.

All our Alberta cities are still growing - in fact, their biggest growth is probably yet to come. Thus we must find solutions to their transportation problems that can grow. We must consider transportation within the central core. We must consider linkages between the central core and the suburbs. In all of this, it is our objective to work closely with the various local authorities in our cities and surrounding areas.

Mr. Speaker, we know that we face problems of great magnitude and complexity, and potentially huge financial commitments. Thus, it is our responsibility to carefully evaluate every transportation system proposed for every urban area. We must ensure harmony with overall provincial transportation objectives.

Cooperative planning between the urban municipalities and the provincial government on metropolitan transportation systems will be essential. It is therefore our intention to establish an organization for joint cooperation, planning and approval between the urban governments and the provincial government. The joint planning and approval organization will be established after consultation with and the concurrence of the urban municipalities.

Now let me describe our commitment in the field of public transit systems. Our support of public transit systems falls into three parts: funds for research, development and prototype studies; capital assistance for new construction; and subsidies for operating deficits.

The province will support the development and construction of public transit systems which will provide effective services for city residents. We will do so when, in the opinion of local councillors, such services can best be provided by a publicly [operated] system. We will supply funds each year over the next six-year period, and then review the requirements.

For research and development, the government will pay two-thirds of the cost of each of the following types of work: first, public transportation and transit usage studies specifically designed for the individual urban areas of the province; second, the environmental impact assessments of proposed public transit systems; and third, the purchase and operation of experimental or prototype transit equipment in an acceptable evaluation program. The level of annual assistance from the province will be in the neighbourhood of $800,000 per year.

For new construction and development, we will provide support wherever a publicly operated transit system appears the most effective solution to urban transportation problems. This support will be subject to the approval of the joint planning organization.

Our maximum capital funding will be: $7,500,000 each year for the Edmonton urban area; [$7,500,000] each year for the Calgary urban area; and $1 million each year for all other urban areas of the province having public transportation systems.

These funds, Mr. Speaker, are cumulative. If they are not spent in one year they may be carried forward in a trust fund and interest earned will belong to the municipalities. Over the six year period, $96 million, plus possible interest, will be provided for construction.

Mr. Speaker, suitable expenditures would be: land for right of way, for stations and for parking lots at stations; construction of roadbed and trackage; road or street preparations; subway lines or overhead carriageways; transit station structures and supporting [parking] areas; rolling stock, construction or widening of exclusive bus lanes; maintenance shops and so on.

We will set our guidelines from time to time as may be necessary, so will the joint planning organization. Among the general requirements imposed by the government are the following:

First, all practical methods of transportation must be given analysis and evaluation.

Second, studies must consider the extension of new and existing public transit systems into the fringes of metropolitan areas and into satellite communities such as St. Albert, Sherwood Park, Leduc, and even Cochrane or Airdrie, Mr. Speaker.

Third, the potential use of versatile and responsive bus systems for a short or long-term period should be given careful study.

Further, the government will require certain specific guarantees before approving the [northeast] leg of the Edmonton rapid transit system. Should the City of Edmonton not wish to proceed with its existing rapid transit plans, it will then be governed by the general requirements listed previously.

The third aspect of our support of public transit systems is a system of grants for operating deficits. We recognize the likelihood of operating deficits. We will provide an operating subsidy of up to 50 per cent of the deficit [for] approved transit systems. The subsidy is limited to not more than $3 per capita per year for the urban population served.

These subsidies will be provided for two years and then will be reviewed. It is estimated that the cost of this assistance will be $6,600,000 for the first two years.

Let us now consider, Mr. Speaker, the major arterial roads program contained in this city transportation policy. The arterial roads program falls into two parts: capital assistance for construction, and studies and research involving route planning.

For capital projects we will provide funds for two-thirds of the cost of construction and development of arterial roads within urban areas. For this purpose $18 million per year has been set aside - a total of $108 million over six years.

This may be spent in the following ways, again with the approval of the joint planning organization: purchasing land for right of way; removing buildings and obstructions; construction of roadways and related [structures]; relocating or adjusting utilities affected by construction and environmental reclamation.

The arterial road projects that will qualify for assistance are defined in this way. They may be primary or secondary highways, or extensions or continuations of highways, within the corporate city limits. They may be radial roads leading to and from the city centre. They may be zonal connections providing cross-city routes and continuity. They may be major spot improvements, including railway and road separations, intersection improvements, or major bridge construction.

The other aspects of the arterial roads program is money for route planning, involving: major continuous provincial highways; parkways and inter-regional and inter-urban routes. Here the government will pay the total cost of long-term route planning of highways within urban areas. Annual assistance will be $800,000 or a total of $4,800,000 over a six-year period.

Among our specific objectives are the following:

1. We wish to provide assistance to the joint planning organization for the evaluation of route alternatives, including public reaction and environmental impact.

2. Studies are required to coordinate urban transportation systems with continuous provincial highway development.

3. We wish to study the right of way and land assembly requirements.

4. [We wish] to examine inter-urban and metropolitan transportation systems.

5. [We wish] to coordinate our planning with that of subdivision planners and developers.

6. We are providing here for such other studies as the joint planning organization may require.

We hope the cities, under this transportation policy, will provide methods for the movement of senior citizens and the infirm. The cities will be encouraged to develop methods to help overcome the problems faced by our handicapped and senior citizens in moving about their communities. Assistance to handicapped and senior citizens has been a high pricrity, Mr. Speaker, of this government since assuming office.

That is our policy, Mr. Speaker. As you can see, we have tried to make it as flexible as possible.

I do not have to tell you that $220,200,000 is quite a large sum of money.

AN HON. MEMBER:

Agreed.

MR. COPITHORNE:

But this sum, big as it is, is only a widow's mite when compared to the economic advantages that will flow from this investment. Rapid and effective transportation systems are essential to the vitality and quality of life of our urban areas.

DR. BUCK:

Who writes your stuff?

MR. COPITHORNE:

It is our belief that by providing sufficient funds in advance, and over the span of six years, the transportation systems in our cities can be developed sensibly and rationally. We hope by this policy to prevent a piecemeal approach.

We also hope that by involving the municipal governments in our planning we will make this policy as responsive as possible. We intend to involve the municipal authorities both through direct consultation, and through cooperative planning in the joint planning organization which will be established as a part of this policy.

Finally, let me say a word about environment protection. Those who build highways, rail lines, and indeed any form of large construction, are often accused of being insensitive to environmental problems.

This government is very much aware that our province was not given to us by our fathers. It is borrowed from our children and we must look after it. The decisions we must make in implementing our city transportation policy will be made with that in mind.

MR. CLARK:

Mr. Speaker, in rising to comment on the gigantic announcement by the minister, both in terms of $220 million and also in length, might I say that we on this side of the House welcome the announcement the minister has made today.

I thought it was very appropriate that he set a very high tone to the announcement when he said at the outset that this program is tailored to meet its needs. I think that's a rather appropriate reflection upon my colleague to my left.

Getting into the core of the announcement, Mr. Speaker, let me say this, that the real test of the $220 million is going to be how successful this joint planning organization is. I m pleased to see that the minister has taken an initial step in this direction, but it seems to me, Mr. Speaker, from the announcement - which I hope to look at more fully in the future - that this joint planning organization which the minister referred to will have a great deal of bearing upon the long-term benefit of the $220 million applying to urban transportation.

Secondly, Mr. Speaker, might I just caution the minister and the government [about] becoming involved on an extended basis on grants to urban transportation systems in the field of picking up operational deficits. This province has had a number of experiences with the federal government and the Canadian Transport Commission. I recognize the minister indicates that this will be reviewed every two years, but we all know the experience the Canadian Transport Commission has had in that particular area.

The last comment I want to make, Mr. Speaker, is simply this. We're pleased to see that the lessons the minister and the government learned from the Kananasksis Highway have borne much fruit. When we see the rather significant mention in this announcement concerning environmental impact studies, that's another step in the right direction.

APPENDIX E

Pickets outside city hall

Handicapped pickets get council's ear, promises

By BOB HARVEY
Of The Journal

Handicapped pickets got Mayor Ivor Dent's personal assurances Monday that the proposed rapid transit system will be accessible to them.

But they didn't get what group spokesman Percy Wickman said they were after:

- Assurance by the full city council that rapid transit will be accessible to them.
- An order from council to the Edmonton Transit System to begin implementing a transit system that the physically disabled can use.

However, that assurance may be coming at the first council meeting in August. Ald. Dave Ward gave notice that he will introduce a motion at the next regular meeting to adopt a policy that the city's public transit system be made accessible to the physically disabled.

About 30 handicapped representatives in wheelchairs and on crutches had waved signs and handed out literature outside City Hall before the council meeting began. They were protesting what they feel is council's lack of action in providing a transit system the handicapped can use.

Council invited the demonstrators into its regular meeting for a half-hour discussion although the matter was not on the agenda for the meeting.

At its last meeting on July 9, council had referred Ald. Ron Hayter's motion in favor of a transit system designed for the needs of the handicapped to the city administration for further study.

Mr. Wickman told council Monday the handicapped are frustrated because the studies and the presentations to council have gone on and on. The last such presentation had the support of 49 agencies. "We want action," he said.

"I can recall sitting here two years ago in discussions on the transit system and I feel we haven't made any progress since."

Mayor Dent told council he assured three members of a United Way committee on transportation for the handicapped in a meeting on July 4 that the rapid transit system would be accessible to the handicapped.

"I did this in the full belief council would back me," he said.

The mayor said he was under the impression that the United Way committee represented the handicapped and that chairman Dr. W. G. McPhail would pass on the results of the meeting.

Outside the council chambers, Jim Marshall, president of the Handicapped Housing Society, said the handicapped have had minimal representation on the committee, but knew nothing of the July 4 meeting with Mayor Dent.

The mayor said he would take note of the desire of handicapped groups to be represented in city discussions and of Mr. Wickman's desire that it be a city group rather than a private voluntary group that discusses the

Mr. Wickman told council that the disabled and handicapped have to pay as much as $8 for transportation supplied for 25 cents by the ETS to the non-handicapped.

He said it's important that rapid transit be designed to be accessible for the handicapped because Toronto and Montreal are now finding that it is prohibitively expensive to adapt their systems after they've been built.

What the handicapped need is a mini-bus system run by the ETS to serve the handicapped now and feed into the rapid transit lines later, said Mr. Wickman.

Calgary has already had a minibus system for the physically disabled for two years, and more and more North American systems are taking the needs of the disabled into account, he said.

He told council federal studies have shown that one person out of seven cannot use present transit systems because of temporary or permanent disabilities.

NOTE: THE FOLLOWING FACT SHEET WAS HANDED OUT BY WHEELCHAIR PICKETERS AT EDMONTON CITY HALL ON JULY 15, 1974.

FACTS ON TRANSPORTATION FOR THE PHYSICALLY DISABLED AND THE ELDERLY

IT'S A FACT:

That the present Edmonton Transit System does not meet the needs of the physically disabled and elderly because of inaccessibility.

IT'S A FACT:

That those who cannot utilize the ETS because of inaccessibility must rely on commercial transportation at rates that run as high as a $8.00 minimum charge. (Example - The Yellow Cab Wheelchair Van rate is $8.00 minimum even if the distance is only a couple of blocks)

IT'S A FACT:

That the lack of public transit for the physically disabled makes it economically unfeasible for many of them to seek employment.

IT'S A FACT:

That despite numerous presentations including one that was endorsed by 49 local agencies, to City Council no concrete action has been taken toward implimentation of a transit system for the physically disabled and elderly. (With the exception of alderman Ron Hayter no Members of Council have taken any serious initiative in seeking a total solution to fulfilling the transportation needs of the physically disabled and elderly)

IT'S A FACT:

That the City of Edmonton has failed to give assurances that rapid transit will be accessible to the severly disabled. (Promises of 'consideration' but no assurances)

IT'S A FACT:

Accessibility not only means use of the transit system but also entrance into facilities that will be located in the stations. This increases employment opportunities for the physically disabled.

IT'S A FACT:

That the City of Calgary has had a minibus system for the physically disabled operating for the last two years - that the BART rapid transit

system is San Fransico is completely accessible to the severely disabled - that more and more North American cities are taking the transportation needs of the physically disabled and elderly into account.

IT'S A FACT:

That the physically disabled and elderly of Edmonton are becoming impatient and frustrated with the lack of action by Council Members in providing an accessible transit system - with the constant referrals of presentations requesting suitable public transportation and with the failure of Council to give assurances that rapid transit will be accessible.

We are giving you this fact sheet to clarify our point of view. We do not want to be judged as militant radicals rather we hope you will understand our position that we are making a reasonable request. We feel that public transportation should be a right and not a priviledge. The ETS is subsidized at substantial amounts by the taxpayers. The province is providing millions of dollars in transportation grants to the City of Edmonton. Prime Minister Trudeau has pledged substantial transportation funds to urban centres. The majority of these monies come directly from the pockets of the taxpayer. We are taxpayers - yet we cannot utilize this public service. We realize that the transportation problems of the physically disabled and elderly cannot be solved overnight. But at the same time this problem will never be solved if positive action is not taken by Council Members. We are asking Council Members to initiate the necessary action by:

1. Mandating the Edmonton Transit System to begin sincere efforts on the implimentation of a transit system for the physically disabled and elderly.

2. By giving us assurances that rapid transit will be accessible to the severly disabled.

We sincerely hope you understand our position.

SPECIAL BUSES FOR ELDERLY AND HANDICAPPED

Transportation needs of special citizens recognized

Twin Coach, Highway Products, Inc., has been selected to manufacture a series of buses especially designed for the elderly and the handicapped.

The announcement was made by Rensselaer Research Corporation which is the system designer under a grant from the Urban Mass Transportation Administration of the U.S. Department of Transportation.

The vehicles will be used in a three-year demonstration program in the Naugatuck Valley Region of Connecticut. Partial funding is also being supplied by Connecticut DOT and the Naugatuck Valley communities of Ansonia, Derby, Shelton and Seymour where the buses will operate.

The fleet will be comprised of six vehicles. Five of the buses will be designed especially for the elderly, while the sixth will primarily serve handicapped passengers.

The vehicles will be delivered in the Fall and will be the only public transportation operating solely in the Naugatuck Valley. Vehicles such as police wagons and rescue cars have heretofore been used for transporting the elderly and the handicapped.

According to H. N. Ketola, who is heading up the project for Rensselaer Research, "These buses will, of course, be able to accommodate all people, not just the elderly or handicapped. However, they are being designed to specifically meet their needs as well. It is absolutely vital here and throughout the country that such mass transit serve the needs of all people for medical, shopping, recreational and other needs.

"In addition to special provisions on the buses for the elderly and the handicapped, we are introducing an automatic fare collection system that will be based on credit cards and geared to actual usage of the buses. In other words, a short ride will cost much less than a long ride. Customers will be billed each month with the cards being issued by the various social and health agencies in the Naugatuck Valley."

The five buses for the elderly will have special, shallow steps with wide treads. The steps will be only seven and one-half inches high, with the treads being 14-inches deep. There will be handrails on each side. If needed, the driver will be able to hydraulically activate an additional seven and one-half inches high step at the bottom of the stairway so that the initial climb will be easy. The handrails will also automatically extend to service the extra step when it is being used. In addition, the doors will fold all the way back, permitting maximum access to the front of the bus.

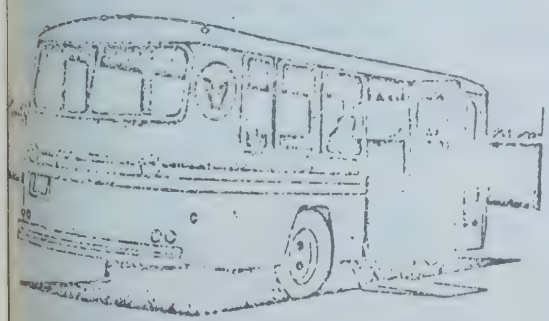
The bus for the handicapped will be identical, except that it will also contain a hydraulic lift at the side for use with wheelchair passengers. Three special areas are being set aside for wheelchairs on the bus.

The fleet will operate with a combination of fixed routes and personalized door-to-door service. The vehicles will also be available for charter by special groups.

For Twin Coach, this represents another contract for special buses. The company supplied the entire fleet of 12 buses for the Dial-A-Ride demonstration project in Haddonfield, New Jersey being co-sponsored by the State of New Jersey Department of Transportation and UMTA. Included is a special bus for wheelchair passengers.

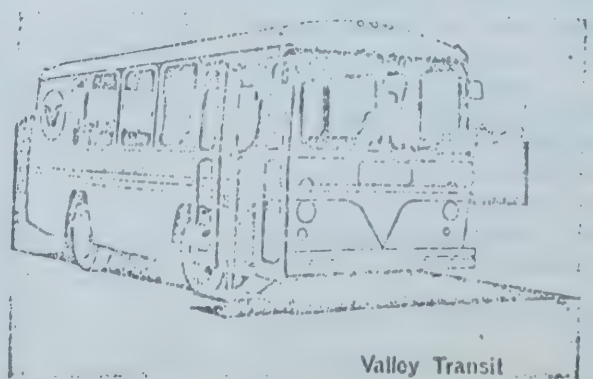
A key to the design of the New Jersey vehicle was a ramp with counterbalance fold that is easily operated by the driver. The fully mechanized system requires minimum maintenance. The company emphasizes that the ramp has a gentle slope directly from the bus to the curb. Like the buses for the new program in Naugatuck Valley, Connecticut, this vehicle also has conventional seating.

In addition to urban and suburban usage, special vehicles for the elderly and the handicapped are recommended for retirement centers.



Valley Transit

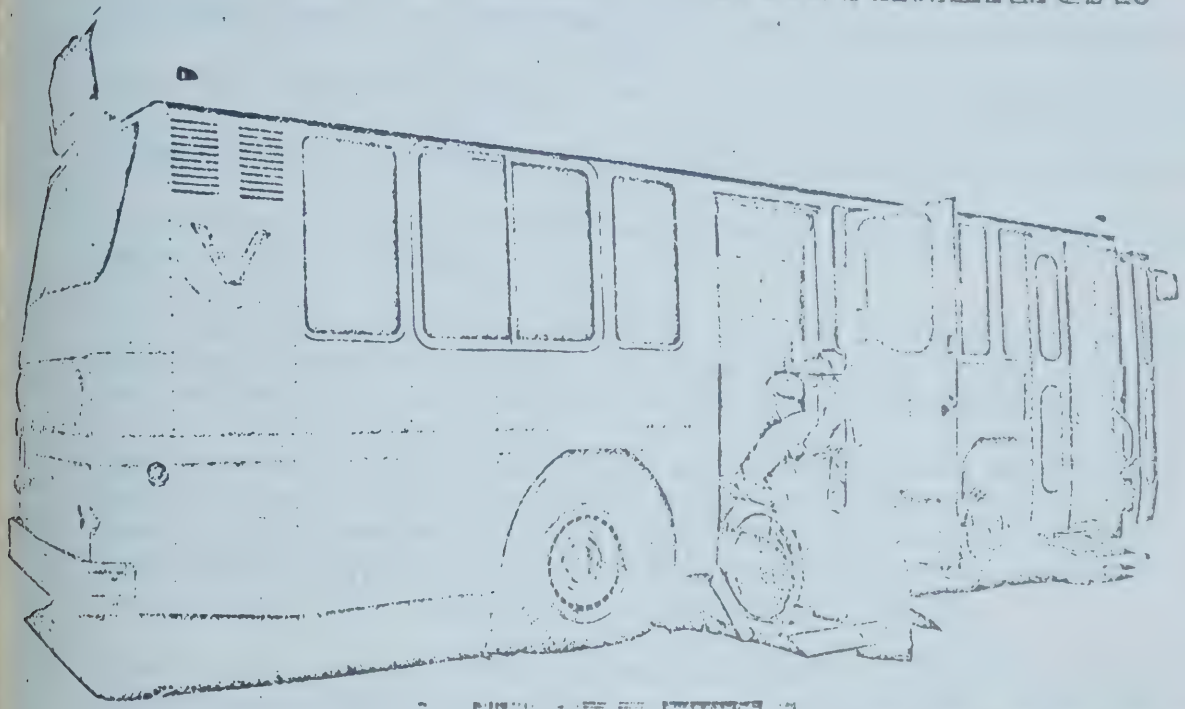
Rear view of handicapped bus.

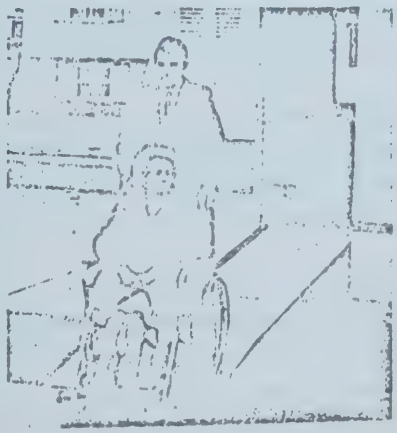


Valley Transit

Special bus for elderly passengers.

THIS BUS DOES MORE FOR THE HANDICAPPED AND ELDERLY THAN ANY OTHER BUS IN AMERICA.



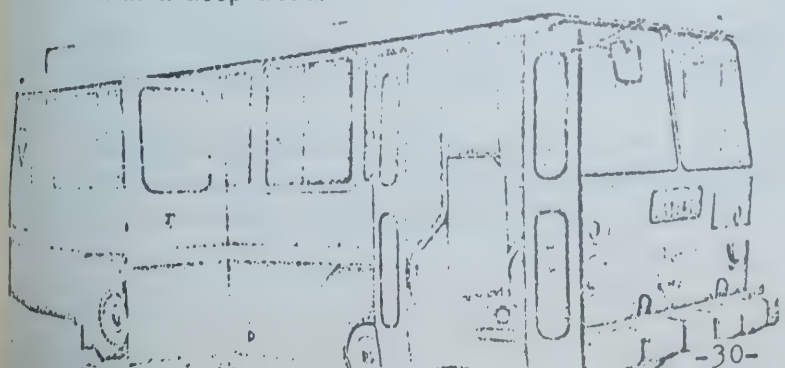


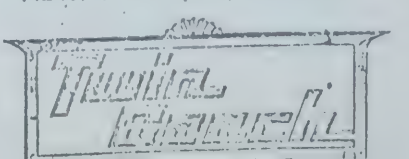
Twin Coach has always been as much concerned with the human aspects of a bus as with its hardware. That's why we're the only company in America that makes a medium sized bus specially designed for wheelchair passengers and people who have difficulty in boarding.

The front door folds all the way back for maximum access. There are easy-to-grasp handrails; and the steps are shallow and wide with a deep tread. In addition, the driver can hydraulically extend another step at the bottom of the stairwell to 7½" above the street to make boarding the bus even easier.

If the bus is going to transport wheelchair passengers, the second entrance can be equipped with a number of options. It can be outfitted with a hydraulic lift, or it can be equipped with a gently sloping, counterbalanced ramp. Inside the bus, there are areas where wheelchairs are locked into place to prevent slippage.

We'd like to send you details on our special buses and how they are being used. Write Twin Coach, Highway Products, Inc., 789 Stow Street, Kent, Ohio 44240. Or call (216) 673-9821.





HYDRAULIC LIFT INFORMATION

The Superior Exceptional Child Bus is offered in four basic conventional bus models.

Model 1078, basic 48-passenger bus, with lift platform ahead of the rear wheelhousing. The fuel tank must be located on the left side of the body.

Model 1089, basic 54-passenger bus, with lift platform ahead of rear wheelhousing.

Model 1099, basic 60-passenger bus, with lift platform ahead of rear wheelhousing.

Model 1109, basic 66-passenger bus, with lift platform ahead of the rear wheelhousing.

In addition to the above, the Lift Platform is also offered in rear engine and forward engine Supercruiser bodies.

The lift platform is 28" x 50" and is placed to fit in two 27.5" body sections. Double doors are hinged to the body pillars and extend to the bottom skirt line of the body. The front lead of the door, when open, does not extend across the entrance door.

The lift platform is actuated by a double action hydraulic cylinder that furnishes power to lower it in eight seconds and to lift it in ten seconds. The entire lift assembly is fastened to the chassis side rail. The pump and reservoir assembly is placed on top of the bus floor under a seat. The pump is driven by a 12-volt electric motor. The lift assembly has a capacity of 1,000 pounds.

Guard rails and panels are placed at each end of the floor opening in the floor and a plastic covered chain with end snaps connect the two guard rails. This arrangement precludes accidental entry into the lift area when the lift is lowered.

Guard rails and panels are placed on each end of the lift and hinged ramp panels along both sides of the platform to enclose a passenger when riding the lift. Skirting extends from the floor downward to deflect debris thrown by the wheels and as additional protection for the passenger on the lift.

The lift is operated from a push-button switch mounted in the forward lift guard panel. A safety switch system is also incorporated which when the forward door is opened, energizes the push-button switch and lights a red warning lamp on the instrument panel. When the lift is in the raised position and doors are locked, the red light is out and the lift cannot be operated.

The top of the platform can be lowered to within three inches of the ground and with the ramp lowered, a minimum effort is required to roll a wheelchair on it.

The lift in operation travels in a nearly vertical direction and doesn't extend outward from the body. It is only when the ramp panel is lowered that any part of the lift extends over curbing or sidewalks.

LIFT SPECIFICATIONS

Platform manufactured of a 10-gauge steel frame and covered with 14-gauge steel floor, mounting and reinforcing plates are 11-gauge steel. The platform is covered with floor covering matching the bus floor cover. The ramps are of diamondette steel.

The lift actuating power is derived from two pistons having a 3" bore and 6 1/2" stroke. This piston rod is 1" in diameter.

The hydraulic pump system consists of a Prestolite 12-volt starter motor and a Barnes Power hydraulic pump and reservoir.

SPECIAL NOTE:

It has been called to our attention by the Engineering Department to refrain from building a 1079 body with a hydraulic platform in the #2 and #3 body sections for a Chevrolet and GMC chassis with 189.5" wheelbase and an International chassis with 187" wheelbase. On this chassis, we have approximately 5.00 inches interference between the rear spring hanger and the hydraulic lift assembly.

It is suggested that whenever this situation occurs, a 1078 body be used.

HYDRAULIC LIFT OPERATION

The initial step, when operating the hydraulic lift gate, is to be sure the double, outside doors are opened and in a locked position before the lift is activated. (If the doors are only partially opened, they will interfere with the path of the lift.) A relief valve, connected to the hydraulic pump will automatically stop the ramp when it hits the ground or curb, to prevent damage to the gate or its power supply.

The model available is the Model 10200, which descends 41". The 41" dimension is the distance measured from the top of floor to ground level.

When standing on the platform and looking into the bus, there are two levers on the left hand side that control the inside and outside ramps of the platform. The ramps keep the wheelchair from rolling off the platform and provides a bridge from the bus floor to the platform and from the platform to the pavement. The

ramps should be upright at all times when the lift is in operation. The controls are located on the right hand side of the platform and are easily accessible to the operator no matter if he is standing on the platform or on the ground.

The ascending and descending paths of the lift are not absolutely vertical, but bow out slightly half-way through the operation.

After the passengers have been loaded or unloaded, the lift is returned to its uppermost position, and the double doors are closed securely.

APPENDIX G

Report from the Social Mobilizer

September, 1974

In this report I will only be highlighting what the groups around the province are doing. Due to the expansion of my work load as a result of the development of two new areas, I will not be reporting on every action group in the province. Consequently, since I am only highlighting the most significant projects, this report does not contain a section on the Calgary Action Group.

Camrose

Camrose held a general meeting in May, at which the Action Group presented the two briefs that they had just finished. The first brief was sent to the Bethany Hospital. In it they asked that the Senior Citizens Housing project be adapted so that some young physically handicapped adults could find permanent housing in it. As well as requesting that the suites be designed in accordance with Supplement #5 to the National Building Code of Canada. hey asked that the architect consult with a disabled architect or with the Handicapped Housing Society of Alberta. The second brief dealt with their request to Camrose City Council. In it they asked that the city examine the feasibility of sloping curbs and the accessibility of the addition to the City Hall.

Edmonton

Since the projects and meetings with different organizations were numerous, I will only highlight some of them here:

Transportation

Numerous handicapped people were informed about and took part in a public demonstration concerning a public transit system for the handicapped and accessibility to rapid transit. This demonstration occured two weeks after a petition calling for action by City Council on the questions of the provision of a transit service for the handicapped and the accessibility of rapid transit, which had been signed by 49 concerned Edmonton agencies and organizations, had produced an unsatisfactory response from City Hall.

Human Rights:

A project relating to access to movie theatres has been undertaken but, to date, has not been completed. This project arose as the result of the personal experience of three handicapped persons and a request by the Edmonton Regional Committee on Recreation for the Disabled, a committee of over 30 organizations, that the Alberta Committee investigate fire regulations relating to movie theatres. These regulations are used by theatres as a basis for refusing the handicapped admission. Two of the three people mentioned above had been refused admission to movie theatres because they could not transfer out of their wheelchairs and the other person was admitted but told she had to leave if she could not transfer. Thanks to another patron volunteering to assist her, she was able to transfer and thus able to stay for the show. Since it was concluded that it would be extremely difficult to change the fire regulations, efforts are now being undertaken to encourage an Edmonton theatre chain to remove seats in order to provide sufficient space for wheelchair patrons.

Volunteers:

Two physically handicapped volunteers were acquired to work on specific projects in Edmonton with a small honorarium coming from the Department of Culture, Youth and Recreation's, Youth Corps Program. The purpose of this project was to give young physically handicapped persons a chance to explore specific goals. These young people are organizing a library and writing a history of the Edmonton Action Group of the Disabled.

Numerous meetings were attended, the most important of which were (a) A meeting with D'Arcy O'Connell, Program Manager for the Disadvantaged in the Federal Transportation Development Agency, about his organization and the grants and information available through it. (b) A meeting with Wilf Race of the Canadian Rehabilitation Council for the Disabled about a number of groups across Canada, their activities and the activities of C.R.C.D. itself. (c) A meeting with an Urban Planner from the City of Edmonton Planning Department about a survey they are doing

to determine the transportation needs and desires of the handicapped, and concerned agencies and organizations. (d) Several meetings on a Welfare Incentive Scheme with the Handicapped Housing Society, Humans on Welfare, and the Edmonton Social Planning Council. These meetings developed a "living incentive scheme" which would encourage and enable handicapped people to live and work outside institutions. (e) Several meetings with persons interested in Citizen Participation and the specific way it affects handicapped people and other citizen groups.

Two annual meetings were attended. These were the meetings of the Alberta Rehabilitation Council for the Disabled and the Edmonton Social Planning Council.

Last, but not least, a discussion was held with several handicapped people about the renovations being made at Meadowlark Shopping Centre because some of the renovations would produce difficulties for people in wheelchairs.

Grande Prairie

While in Grande Prairie I attended a public meeting, during which several topics were discussed.

Transportation:

They discussed their needs and problems relating to transprotation. The advisability of a small van specifically equipped to handle wheelchairs and one or two seated passengers versus the larger bus, which most municipalities have available, was mentioned. Even though Grande Prairie does not have a public transportation system, they felt that the small van would still be a reasonable way to start a service for the handicapped and elderly. However, the major difficulty is, as always, funding. Because Grande Prairie had a difficult time operating a public transportation service and gave it up, the group feels that they are not likely to implement one for the handicapped and elderly. This, however, does not mean that there is not an acute need and that a small and inexpensive service would not be adequate. Since Grande Prairie's capital costs could be lower than some other centres, this should make it more feasible to start a service in Grande Prairie.

Building Standards Presentation:

The group discussed the presentation from the Alberta Committee of Action Groups for the Disabled on the Uniform Building Standards Regulations, Calgary's presentation to the Building Standards Committee and Supplement #5 to the National Building Code.

Group Discussion:

While in Grande Prairie, I lead a small group discussion about handicapped people and the factors that affected them. This discussion took place in the Auxiliary Hospital and included the staff of different departments of the Auxiliary Hospital and the Nrusing Home. The purpose of the discussion was to find out what the staff felt about the Life Styles of physically handicapped adults and the kinds of things that affect an individual's desire or ability to adapt to his circumstances.

Lastly, in Grande Prairie I introduced some of the agencies to the action group members. Specifically, I invited the Volunteer Services Bureau, Aid (the information and referral centre) and the Department of Culture, Youth and Recreation's Youth Corps Program representatives to talk about their services and the types of information that they have available. As well, I talked to a representative of the Workers' Compensation Board and all the public health nurses from the area about the group, their activities and the ways in which these organizations could be helpful to the members.

High Prairie

While in High Prairie I contacted the Public Health Unit, the J. P. Wood Nursing Home, the Department of Culture, Youth and Recreation, the Superintendent of Schools, the Pleasentview Lodge, the public health nurse for the Department of National Health and Welfare, the Preventive Social Services worker, and the Community Information and Directory Centre. Although these contacts were by phone, they enabled me to gather a great deal of background information on High Prairie and the possibility of starting an action group there. There was a great deal of interest expressed in it from both the agency personnel, and the

half dozen physically handicapped people that I contacted.

Since this trip was made on a long weekend, and because it was an exploratory trip to find the degree of interest, no public meeting was held.

Lethbridge

While in Lethbridge I attended a bi-weekly meeting of Disabled On the Move. One of the primary topics was transportation.

Transportation:

The group felt that:

(1) Grants from the provincial government should be available to municipal transportation departments on either a population basis or a percentage of the grant basis, to be used for the provision of transportation services for the handicapped or to make current systems accessible to and usable by the handicapped.

(2) The handicapped should be defined as in Supplement #5 to the National Building Code.

(3) The cost of the service should be kept as low as possible, preferably the same rate as the municipal transportation service i.e. 25¢ - 50¢ a trip.

(4) The hours of operation should be the same as the municipal service.

(5) It was important that assistance be available to help people get out of their homes and into the building where they were going, rather than being a curb to curb service which creates as many problems as does a regular transit service.

The group researches the figure of 1,631 people as the number of physically handicapped and elderly people who would be able to make use of this service in Lethbridge.[1]

The group felt that the above type of parallel or separate system was a must for the physically handicapped and elderly. They felt that there were adequate numbers working, attending educational institutions, going to medical appointments, and generally needing a break for recreation that this kind of service should be provided and that it should be as low in cost as

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1. Report by Heather Albirton, Recreational Therapist, Lethbridge Auxiliary Hospital

any regular transit service.

Specifically in regards to grants made available to municipalities two factors were important enough to note separately. They felt 1. that smaller cities need a larger percentage grant than do the larger centres. 2. that a grant from the provincial government might be enough stimulation in the smaller centres to actually get the municipal transportation service to start offering this type of service.

Human Rights:

The second big topic of discussion was Human Rights. After mentioning many preliminary problems, such as employment and educational difficulties, the group decided that this is one area in which legislation can ultimately be effective in educating the public to accept handicapped people, and thus in encouraging and enabling handicapped people to take a more active part in the life of their community. The group wanted to get more information together before making recommendations, but had many "gut level" feelings about handicapped people being discriminated against and needing the protection of the Individual Rights Protection Act to be able to fight it. One of the resolutions that the group agreed with was that "It would be instrumental in solving this problem if the provincial government set an example by hiring the handicapped to fill up to ½ of 1% of their staff requirement." The group felt that this would be most effective in encouraging other employers to hire the handicapped.

Social Assistance:

Social assistance problems came under discussion. The group noted here that the person on Social Assistance is taxed up to 100% on their earnings. By allowing a single person to keep $15.00 a month of what they earn and then taking back 100% of the remainder, the Department of Health and Social Development is taxing the individual at a much higher rate than the Federal Government which allows a physically handicapped person to keep the first $2,772 a year and then taxes the remainder. It should

be noted that the remainder is taxed at a much lower rate than 100%.

A number of other activities that I took part in were (1) I met with the Manager of the Lethbridge Transit System to discuss the provision of transportation service for the physically handicapped. This discussion was very useful to myself, Mr. Frawse, Manager of the Lethbridge Transit System, Gerald Trechka from Disabled On the Move and Heather Albirton from the Auxiliary Hospital At the present time the Lethbridge Transit System has no plans to establish a transportation service for the handicapped.
(2) I visited the new Opportunities for Youth project operating in Lethbridge called LADEC - Lethbridge Aid to Disabled and Elderly Citizens. This group is surveying the accessibility of all the restaurants, stores, hotels, motels, etc. in Lethbridge for handicapped people.

Medicine Hat

While in Medicine Hat I attended a public meeting where the primary discussion centered around Disabled Action Groups, their functions, their goals, their projects and the best tactics or strategies to use with them.

While in Medicine Hat for this meeting I contacted a dozen new physically handicapped adults and professionals. Among these professionals were the Dispatcher and Driver of the new Gloribus, the Co-ordinator of the Volunteer Services Bureau, the staff of the Community Resources Centre which houses several provincial government offices, the Assistant Administrator as well as others in the General Hospital and the Director of the Recreation Arena. As well as looking for a place for the group to hold their monthly meetings, I was also informing them about the group.

Red Deer

I was asked to visit Red Deer as a consultant. During my visit, I was able to pass on a good deal of information to the professionals who are concerned about the life styles of the severely handicapped who live in the Alberta School Hospital and Deer Home.

I was asked specifically to be a resource person who knew how to apply for general or specific government grants. These projects naturally concern the severely physically handicapped and naturally were based on the new philosophy of improving the Life Styles of the Disabled by encouraging the active and total involvement of the handicapped themselves in the project. I was also asked to be a resource person in that I have some knowledge of different kinds of housing complexes which are currently being developed for the severely handicapped in the province. As this kind of resource person I was able to pass on a number of specific contacts that I have in Edmonton as well as help the people concerned find local contacts in Red Deer.

The question of Life Styles arose because of the specific individuals that the staff of Alberta School Hospital and Deer Home were concerned about. These individuals were older (in their 30's and 40's). They were severely physically handicapped as well as being mildly retarded, and many of them had little or no speech. The difficulties arose because the current emphasis is on the younger more physically able child, in an attempt to educate and mobilize him to make maximum use of his potential. Another difficulty which has always existed and had simply come to a head was that the current facilities were not accessible to this group who were in wheelchairs and that when other living accommodations were looked for, that would accomodate their wheelchairs, none were available at an appropriate intellectual level nor were they planned for in the future. The younger more mobile retarded children, however, had several new housing developments being planned for them.

The second major reason why I was asked to come in as a resource person was that the staff people who were interested in trying to provide or encourage the development of a better Life Style for these older men and women were not getting either the answers to questions or the support for their ideas that was needed for them to even begin to realize any success in their plans.

Therefore, while I was in Red Deer I meet with the Assistant Director of Rehabilitation of Deer Home as well as the Director of Services for the Handicapped for the Red Deer office. As well as meeting some staff people of Alberta School Hospital and Deer Home, I talked to the dozen men and women for whom a better Life Style was desired. I found these people bright, talkative and interested in the things around them as well as in myself. I found them a close knit community even though they lived in separate villas. They appeared to me to be a very appropriate group for whom alternate plans should be put into effect.

Lastly, it should be noted that these individuals suffered from brain damage due to strokes, convulsions, and brain hemorages which also caused the physical disabilities and injuries, and that the majority of these middle aged residents had been living at Alberta School Hospital and Deer Home for many years.

APPENDIX H

Disabled urge transit aid consider them

By BOB HARVEY
Of The Journal

Provincial transportation grants announced Monday should be made subject to transit systems being accessible to the handicapped, say two handicapped spokesmen.

"The handicapped of this city who cannot utilize the ETS are bloody well fed up with having to rely on commercial transportation at rates that run as high as a minimum of $8 per trip," said Jim Marshall, president of the Handicapped Housing Society, and Percy Wickman, president of the Alberta Committee of Action Groups for the Disabled.

"If municipal governments are not prepared to provide public transportation to all segments of the population, then the provincial government has a moral obligation to tie public transportation grants to the over-all potential population use," they said in a joint statement.

Studies elsewhere show one in seven persons have temporary or chronic disabilities preventing them from using normal transit systems, said Mr. Marshall.

Some handicapped persons are considering withholding their property taxes as a sign of protest about subsidizing a system they cannot use.

A group of handicapped persons are also studying the possibility of court action to force the city to act, said Mr. Marshall and Mr. Wickman.

They say Edmonton has been particularly lacking in taking the initiative to provide special transportation systems.

D. F. Burrows, the city's commissioner of utilities and engineering, said letters went out to the Canadian Paraplegic Association in February and March assuring that the needs of the handicapped would be taken into consideration in designing stations for the proposed rapid transit system.

The letters also said the city would consult the handicapped when it's time to design other aspects of the system, said Mr. Burrows.

Obstacle course

To the elderly and the disabled, Edmonton and other Canadian cities are "obstacle courses" to be endured for the rest of their lives.

So D'Arcy O'Connell, a Montreal-based federal transportation expert, sees urban life as it confronts the senior citizen and the disadvantaged. And he's so right.

Modern society tends to pat its own back when it comes to advances of the last 25 years in caring for the aged and the infirm. Financial support, health care, housing have lifted many a burden from old shoulders and from the handicapped.

Worthwhile accomplishments, to be sure. But elderly people and infirm people need something more than enough money to get by, reasonable health and shelter. Something that the younger generations and the able-bodied have overlooked temporarily. One day they will be acutely conscious of this oversight.

The old and infirm need to break out of the prisons to which they are confined—prisons of lonesomeness, of feeling unwanted, of having to rely on strangers for help. These are some of the hurdles in the urban obstacle course to which Mr. O'Connell refers.

Life in a big city today has little room for the old folk and the disadvantaged. They are forced to compete with the rest of us, on our terms, or to stay out of the mainstream of urban activity and vegetate in what amounts to an isolation ward.

In this area society has failed two classes of citizens desperately needing help. The necessities of life are provided for them. But what about quality of life?

Take a person confined to a wheelchair. He can't ride the bus downtown to go shopping or to visit doctor or dentist. So he has to hire a vehicle that will accommodate a wheelchair, or rely on someone's kindness to provide a car. And when he gets downtown, obstacles everywhere, high curbs, narrow doors, stairs, embarrassing restroom problems.

Same thing if he wants to see a concert, a movie, or a play. Expense, embarrassment, imposition on others—or stay home.

Edmonton, to be sure, is taking some steps to improve the bleak outlook of the wheelchair patient. Some downtown curbs have been lowered, some buildings have put in wheelchair ramps and widened doors. Much more needs to be done, for one thing in the area of wheelchair transport.

Take the case of the elderly pensioner, whose monthly cheque is his means of getting by. The cheque must be cashed, groceries must be bought; life must go on.

If the pensioner is able to get around, well and good, in fine weather. But what about the winter months? Back to hiring transportation, or reliance on a friend's kindness. In the end, when independence becomes too onerous, it must be surrendered in favor of the communal shelter that a nursing home or senior citizens' residence provides.

Since the elderly treasure their independence above most things, surrender does not come easily. But communal shelter for the old folk is society's current answer to their predicament. It is far from being a bad answer; at the same time, there could be better answers.

As a local conference on problems of the elderly was told this week, society doesn't like to think about old age. The attitude toward old people and toward aging is negative. Thus we have Mr. O'Connell's obstacle course. It will take changing attitudes and money to tear down the obstacles.

It is ironic that in Alberta today, the money could be found more quickly than a changed attitude toward the needs of the aged and the infirm.

Eight cities given public transit grants

Eight small Alberta cities received a total of $1 million in public transit grants, Highways and Transport Minister Clarence Copithorne announced Monday.

They are Red Deer, $200,000; Grande Prairie, $105,000; Lloydminster, $35,000; Camrose, $65,000; Lethbridge, $305,000; Medicine Hat, $200,000; Wetaskiwin, $45,000; and Drumheller, $45,000.

Five more similar cheques will follow over the next five years of the six-year program, Mr. Copithorne said.

The money does not necessarily have to used for public transit per se. Grande Prairie, for instance, will use the money to improve its road system.

Most of the communities don't have public transport systems. "These funds," Mr. Copithorne said, "may be used by the transit system for almost any conceivable capital costs. More important, because this is the first of six annual instalments, the city can do some long-range planning with assurance of having funds to pay for it."

The interest on money not spent accrues to the community, not the province.

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